



G. Carter

THANK YOU FOR LOOKING TO IECO This catalogue was designed for you, the Corvair or dune buggy driver who truly cares. You're proud of your car. The way it looks. The way it handles. The way it performs. IECO shares your enthusiasm, and that's why all our parts are the finest. There is no compromise with quality at IECO. We search the world to bring you the finest accessories, safety equipment, and personal driving items.

SAME-DAY SHIPMENT. YOU BUY DIRECTLY IECO devotes its entire effort to satisfying you with an exclusive Direct-Mail Service. There are no dealers to increase costs. You order directly from IECO. Choose your needs from our catalogue with the confidence we'll ship your order the same day we receive it.

VISIT OUR SHOWROOM When you can, come in and visit our showroom in Santa Monica, California. I and my staff of experienced automotive experts are always ready to help on any technical questions. We can offer you many helpful suggestions.

Your performance specialist,

Raoul F. Balcaen, III

Raoul F. Balcaen, III
President

P.S. We are also specialists for Volkswagen, Vega, and Imports. Catalogues are available on request.



GENERAL INFORMATION

PARCEL POST RATES

This is an average parcel post shipping chart. Use it to compute your shipping charges. If your order is exceptionally heavy it will be shipped by REA, freight charges collect. IECO will refund the difference to you if your order was computed by the parcel post chart.

On orders up to 5.00 add .85
Orders of 5.01 to 10.00 add 1.25
Orders of 10.01 to 20.00 add 2.35
Orders of 20.00 and up add 2.95

C.O.D. SHIPMENTS

A 50 percent deposit on C.O.D. orders is needed to process them. Save a shipping delay and pay the full price when you order.

DAMAGE CLAIMS-IN TRANSIT

Claims for damage of a shipment should be made with the freight agent as soon as it is discovered. The freight agent is the responsible party for all shipping damage.

RETURNED MERCHANDISE

Merchandise may not be returned without written approval from IECO. Merchandise may be exchanged if received in saleable condition without a handling charge within 15 days of the sales date. A 15 percent handling charge will be made on all cash refunds unless it is because of our error. When inquiring about returned merchandise please include your invoice number and date.

SPECIAL TELEPHONE SERVICE

For really fast service just give us a call, order your parts, and tell us your credit card number. That is all it takes, and we can have your order on its way to you the same day!

VEGA BY IECO

We are working on Chevrolet's new little Vega. We will have a complete chassis, engine, and accessory program. The same quality and engineering excellences will be applied to the Vega as is applied on the Chevrolet Corvair. A complete catalogue will be ready soon. Look for our advertisements in the leading automotive magazines.

A CREDIT PLAN FOR IECO CUSTOMERS

We have BankAmericard, Mastercharge, and American Express for all of you holding these cards. When you order, simply check whether you have BankAmericard, Mastercharge, or American Express. List your complete card number and sign your name. Be sure and list the address to which the card was assigned. The bank needs this information to correctly process your account, and will not approve an order unless the address is the one listed for the credit card.

If you can, come in and visit our showroom in Santa Monica, California. Store hours are: 9:00 am to 5:00 pm Monday through Friday, Saturday by appointment. We're always ready to help on any of your technical questions.

IECO
2314 Pico Blvd.
Santa Monica, California 90405 USA

Telephone area code (213) 396-5479/396-5859
Address for orders: Post Office Box No. 5191

Because of general cost increases we reserve the right to change prices without notice.

CYLINDER HEAD BLUEPRINTING

IECO has complete facilities to do cylinder head work. We can flow, contour, and polish ports, and redesign combustion chambers. Installation of Weber three choke carburetors, etc. Write us for an individual price quote.

ENGINE REBUILDING SERVICE

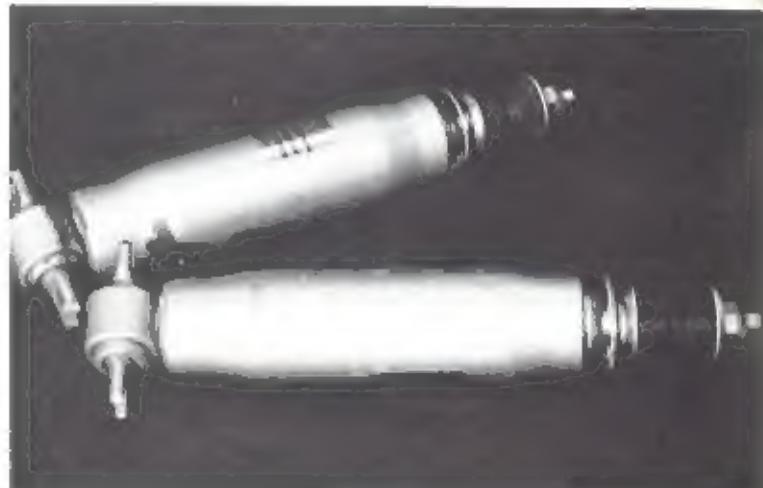
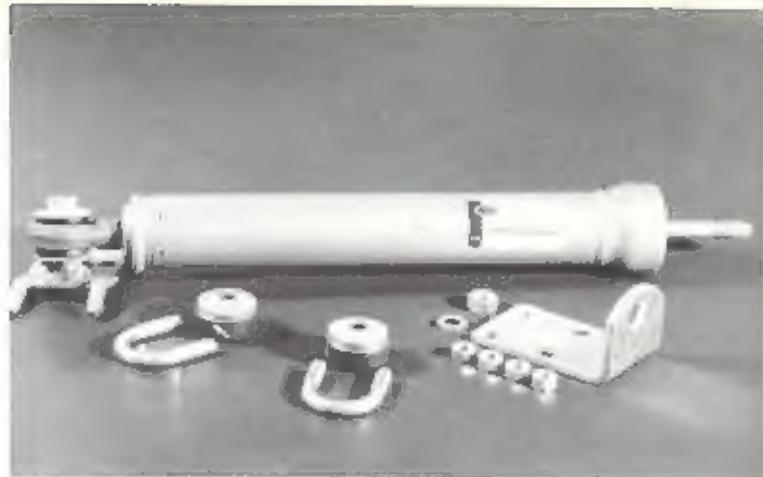
Write or call us for a price quote on your engine needs. We can completely recondition any Corvair engine to performance standards.



NO. 1-13 CARTER ELECTRIC FUEL PUMP

This is a perfect addition to a hot Corvair or Dune Buggy. It completely eliminates any vaporlock from high engine temperatures. Provides over 72 gals. per hour at 7 psi. It's reliable, too. It has no rubber parts to wear and no points to burn. It's furnished with all parts and instructions, and it's easy to install.

CARTER FUEL PUMP (1960-69, all).....\$26.95



NO. B-208A STEERING DAMPENER

If you have ever experienced road shock (wheel shimmy, etc.) through your steering wheel, this device will cure it. It is an especially built shock absorber that attaches to your Corvair's front steering assembly and removes all road shock before it reaches the steering wheel. It takes only half an hour to install. All parts are included. It's a must for dune buggies using Corvair chassis.

STEERING DAMPENER (1960-69, all).....\$20.95

NO. B-212A GABRIEL ADJUSTABLE SHOCKS

These shock absorbers are ideal for "tuned" chassis control. They have three settings for perfect shocking action: normal, firm, and extra firm. They make it possible for the serious driver to tailor his chassis to every road condition. If you want your Corvair to ride well, they are set at normal; if you want to corner faster, use firm; for auto-cross or competition, set at extra firm. They're simple to install and easy to adjust. Installation time: one hour.

ADJUSTABLE SHOCKS (1960-69, all) Set of four.....\$56.95



NO. 8-212 HEAVY SERVICE SHOCK ABSORBERS

This is an extra firm shock absorber. It is used by Corvair drivers everywhere. The ride control is perfect for fast cornering and rough driving. They give your Corvair that finished touch in roadholding. More tire mileage, road control and improved ride. They outlast the factory units two to one. They are packed with new bushings and lock nuts. Installed in half an hour.

HEAVY SERVICE SHOCK ABSORBERS (1960-69, all) \$11.50 each

NO. 8-204 AIR-LIFT SHOCK ABSORBERS

Raise or lower the rear of your Corvair in 5 minutes! These air-lift units replace the rear shock absorbers and do a double job of controlling shocking action and chassis height. You can adjust your chassis just by raising or lowering air pressure. A single air valve, fitted in the trunk, connects to both units and balances the pressure between them. They are ideal for drag racing, road racing, or ordinary performance driving. Packaged with all parts and instructions. Installation time: one hour.

AIR LIFTS (1965-69; all) a pair \$47.95



NO. 8-1-7 HI-VOLUME OIL PUMP

The stock Corvair oil pump is easily accessible and lends itself to simple modification. The IECO Hi-Volume oil pump was engineered for competition or heavy-service Corvair engines. It has oil pump gears which are 50 percent longer, and which provide a greater volume of oil to the crankshaft. The unit is complete with gears, spacer plate, gasket, bolts, and instructions. Installation is very simple and takes less than one hour. For a super reliable engine, include this kit!

HI-VOLUME OIL PUMP (1960-69, all) \$19.95

TUNED EXTRACTORS

**Scientifically designed IECO tuned exhaust
extractor produces 18-30% more horsepower
over factory system...**



The reason a tuned extractor performs better than a stock exhaust manifold is illustrated in figure #8-1. The solid line indicates what takes place in a factory manifold, and the dotted shows the improvements of a tuned extractor. Notice the solid line at point one. It has produced a noticeable rarefaction (-4 under atmosphere), while the piston is at BDC on the firing stroke. Next it is followed by a compression wave caused by the piston moving up on the exhaust stroke. Then a positive pressure is built at point two, just as the intake and exhaust valves are overlapping at TDC. By the time the pressure is sub-atmospheric again, both valves are closed at point three. A most advantageous scavenging effect (a tuned unit uses this) has been prevented by actions between points two and three. Now look at the dotted line. The IECO tuned extractor has reduced the rarefaction at point four to a point just below atmosphere. The curve is relatively flat across the range and keeps the rarefaction prolonged

across the TDC period of valve overlap at point five. This ability to modify a basic exhaust flow-curve cannot help but give effective exhaust scavenging and induce a fresh inlet charge of fuel/air.

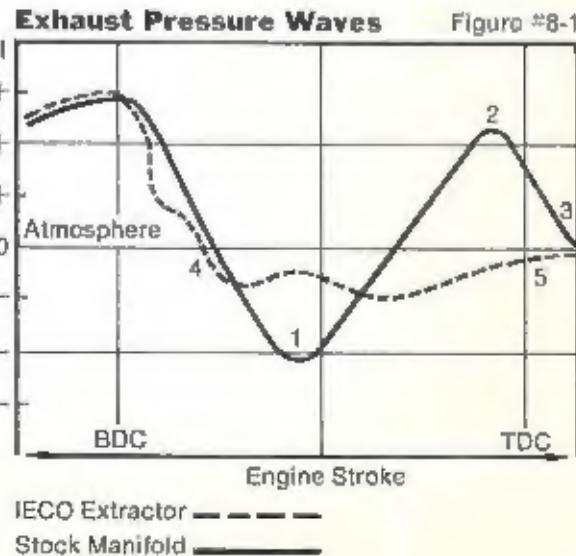
The key elements are valve overlap and backpressure. The overlap period (time when the exhaust valve is just closing and the intake just opening) is controlled by a tuned pipe that provides a pressure curve as shown with the dotted line in figure #8-1. During this period exhaust gases are removed rapidly, and since the intake valve is partially opened, a fresh fuel/air charge is pulled into the cylinder. Backpressure at point two, on the solid line, is also reduced by the tuned pipe. This prevents any feed-back of backpressure into adjacent exhaust ports, and hinders any backpressure resistance to the incoming fuel/air charge. The combination of these two effects shows up on the dynamometer in increased horsepower.

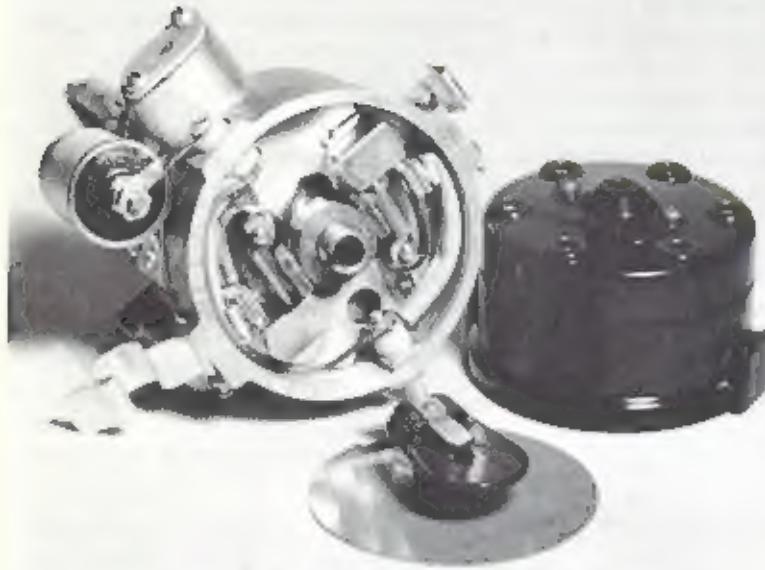
The IECO tuned extractor produces 18-30% more power. Minimum gains were obtained on basically stock engines. The larger figures were realized on engines with modified heads, cams, Ram Induction, etc. The performance of the car is increased with the added power. Acceleration is rapid, mileage is improved (with normal driving), engine life increased, and temperature reduced. The sound that emanates is streetable. It is not loud nor offensive, but deep and powerful.

Construction is the finest! Precision tubing is all mandrel bent (no unsightly joint welds) and then heli-arc welded. A single three bolt flange at the collector allows use of either a muffler or straight-stinger pipe. A flame cut flange attaches the unit to the exhaust ports and eliminates the need for extra support. The passenger car unit is routed in the same position as the original muffler. The Dune Buggy system is up out of the way, and parallels the valve covers. This makes the IECO extractor attachable to most Dune Buggies.

Installation is simple, and takes about an hour. The stock muffler, lower shrouds, and exhaust manifolds are removed. The lower shrouds are cut for the IECO tuned extractor (an easy job that is done with tin snips), the extractors are installed, and then the shrouds replaced. That is all there is to it! Bolt on some real performance, and order your IECO tuned extractor now.

NO. 8-206 A DUNE BUGGY
STRAIGHT-STINGER \$49.95
NO. 8-206 B DUNE BUGGY
DETACHABLE MUFFLER \$59.95
NO. 8-206 C PASSENGER CAR
DETACHABLE MUFFLER \$64.95





NO. 8-1-25 IECO MALLORY DISTRIBUTOR

This IECO/Mallory distributor has been built to IECO's specifications. It has an IECO dyno plotted advance curve that gives full power at low RPM, and has a full 36° of advance at 2800 RPM. It is fully mechanical and has no vacuum advance. The dual point system allows maximum point dwell and coil saturation. This gives peak voltage at the spark plug to increase power. The entire unit is of superior quality, and is well advised over a stock distributor. It's furnished with all attaching hardware and instructions. Installation time: 15 minutes.

IECO-MALLORY DISTRIBUTOR (1960-69, all).....\$49.95

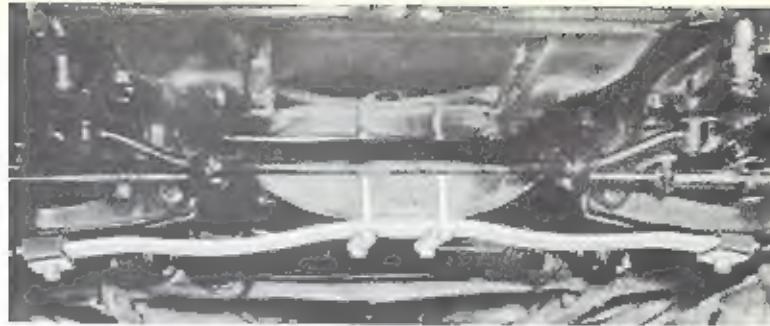
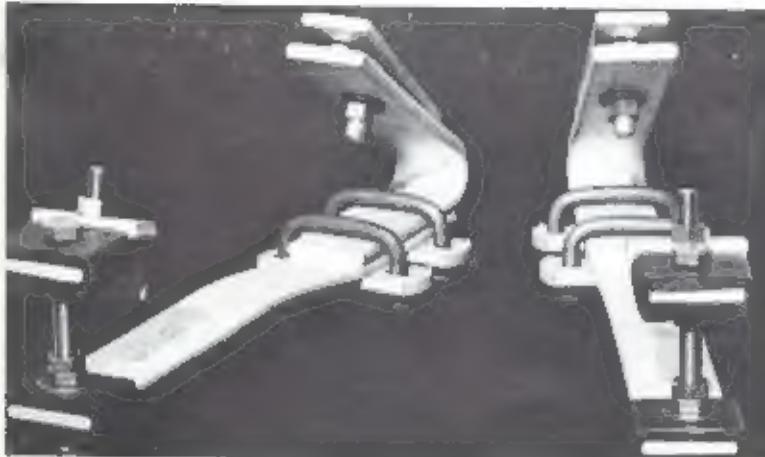


NO. 6-33 BOSCH'S BIG-BLUE COIL

Made by Bosch as an extra-duty coil for Corvairs. It has a much more intense spark, and thus will improve performance and gas mileage, and it's trouble free. For top performance and driving security buy this one!

BIG-BLUE COIL.....(all models).....\$12.95

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



NO. 8-1-18 CUSTOM CLUTCH ASSEMBLY

A reconditioned clutch unit built to IECO's exacting specifications. It's calibrated for hard use and high horsepower. Special pressure plate uses stronger springing action. Custom disc utilizes heat resistant lining. This assembly is perfect for dune buggies or passenger cars.

CLUTCH ASSEMBLY (1960-69, all) \$44.95

NO. 8-200 CAMBER COMPENSATOR

Guarantees the utmost in stability for your Corvair. Makes its rear wheels hug the road. Increases wind stability. Reduces body lean and roll while cornering. Corrects the tendency of the 1960-64 Corvair from oversteer and rear wheel bounce. Installation is easy and no alteration to the chassis or suspension is needed. Furnished complete with all parts and easy to follow instructions.

CAMBER COMPENSATOR (1960-64; all) \$34.95

NO. 8-214 FRONT STABILIZATION BAR

The handling and road manners of your Corvair are greatly improved with this device. It's unique in this way: it works like a static spring, controlling rebound and compression, but gives an anti-roll action to the front end at the same time. This will prevent the Corvair from pitching and wandering in strong winds or when being cornered hard. It's excellent for any model, even in addition to a factory anti-roll bar. It's furnished complete with all parts and instructions. Installed in half an hour.

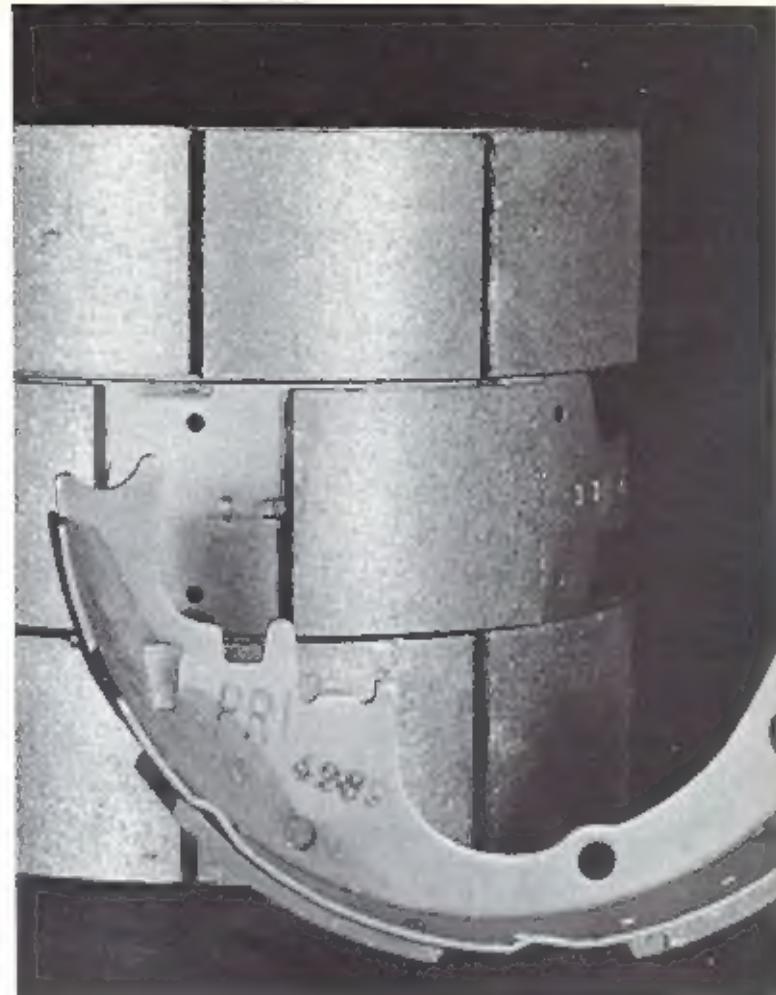
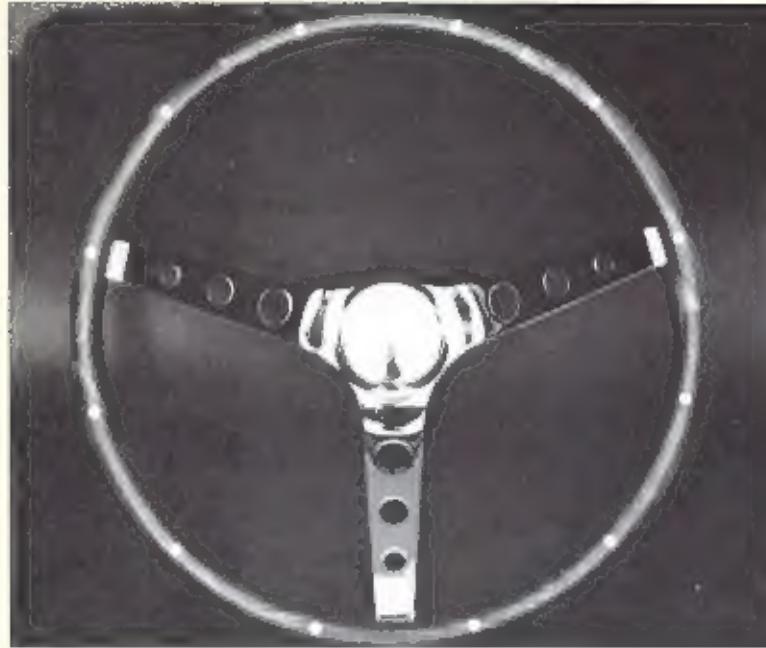
STABILIZER BAR (1960-69, all) \$23.95

NO. 8-416 ENGINE SOUND PAD

Just the answer to retard the noise of your air-cooled engine. This heavily insulated engine pad has over an inch of poli-foam inside. It has beautiful pleats sewn in the "Naugahyde" cover, which really makes your engine compartment look sharp. Comes with snaps for easy installation.

SOUND PAD (1960-64) \$ 8.95

SOUND PAD (1965-69) \$10.95



NO. 8-412 WALNUT STEERING WHEEL

Enhance your Corvair's interior and increase your driving pleasure. This beautiful steering wheel is crafted from chrome plated steel, and covered with hand rubbed walnut. It's furnished complete with mounting hub and horn assembly, and you can install it in half an hour. For real driving fun it's a must.

STEERING WHEEL (1960 - 69, all) \$31.95

NO. 9-5 LEATHER STEERING WHEEL COVER

A steering wheel glove is a nice way to make your Corvair wheel more comfortable. It is soft and supple and easy to lace in place. Cool in the summer and warm in the winter. Comes in black or tan. You can install it in 10 minutes. Next best thing to a leather wheel. All models.

STEERING WHEEL COVER (black or brown) \$6.95

NO. 8-300 POWDERED METAL BRAKES

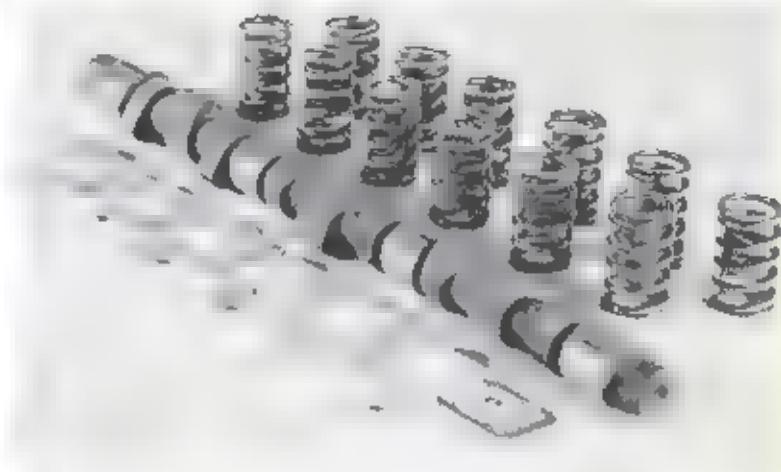
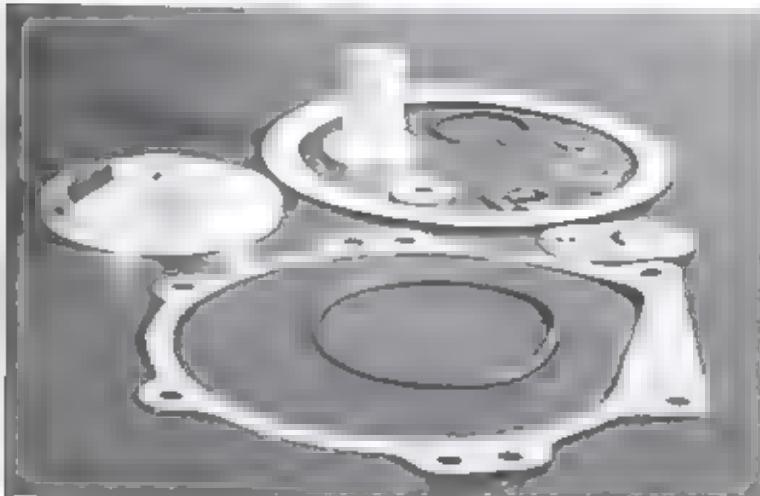
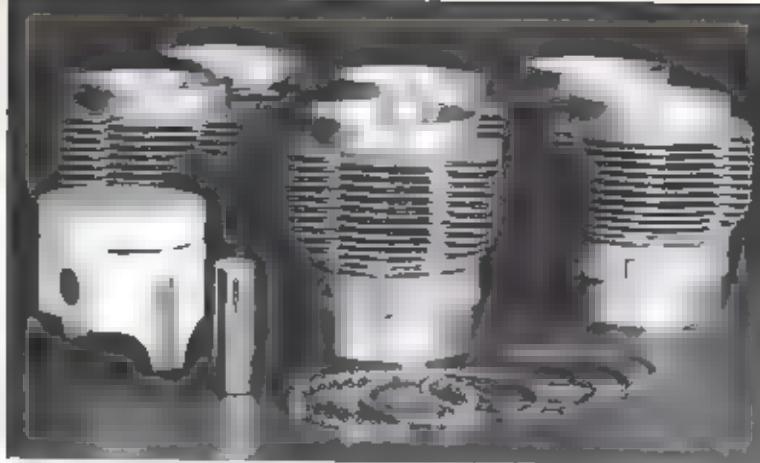
These are the famous IECO powdered metal brakes. No more worry about stopping in time! The harder you push the pedal, the quicker you stop! They'll not fade in water or when red hot. An absolute necessity for quick action, emergency stops. They have longer life than factory brakes, and will not wear the brake drums. A complete four-wheel set is ideal for both passenger cars and dune buggies. POWDERED METAL BRAKES (1960 - 69, all) Four Wheel Set \$38.95

NO. 8-118-A TRW FORGED PISTONS

These pistons are powerforged, not cast! Aluminum slugs are shaped into piston form with the tremendous power of a forge. A denser grain assures greater operating strength than cast pistons without added weight. They balance perfectly, and dissipate heat rapidly. Ribbed skirts increase sidewall strength and insure long life. These are by far the best piston for street, competition, or off-the-road.

1960-63 bore: Std., .020, .030, .040, .060	8.1:1 C.R. \$ 9.95
1964-69 bore: Std., .020, .030, .040, .060	9.25:1 C.R. \$ 9.95
1964-69 bore: Std. (use with A.I.R.)	9.25:1 C.R. \$ 9.95

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



NO. 8-116 IEKO BIG-BORE BARRELS

Here is an easy way to increase your Corvair's horsepower. The simple, fast way to get more horsepower and torque is to increase engine displacement. With an IEKO big bore kit you can install 3 1/2 inch rebored barrels, new rings, new wrist pins, and new pistons that will increase cubic inches and compression. The late - 1964 to 1969 - Corvair engine will have 172 CID. This is the easy way to reliable horsepower.

BIG-BORE BARRELS (1960-69 sl). \$110.00 per set

Note: There is a \$3.50 per cylinder core deposit required. This will be refunded as soon as we receive your usable cylinders.

These assemblies are also available in .030 overbore.

Note: We can rebore your cylinders to any size up to .060 for \$6.95 each. This requires two weeks to complete due to shipping. If you wish to forfeit a \$3.50 core deposit per cylinder you can buy rebored cylinders outright for \$10.45 each.

NO. 8-502 A & B TURBO REBUILD KITS

These kits include various parts needed to repair the turbo charger on those models. If you're not getting peak boost pressure from your turbo, these kits are an excellent investment in top performance.

No. 8-502 A Shaft seal ring, turbine gasket, mating 'O' ring, oil seal, compressor housing gasket. \$41.00

No. 8-502 B Shaft rear ring, turbine gasket, bearing mating ring, shaft sleeve, (2) impeller shims, 'O' ring, oil seal, compressor housing gasket, (6) bearing shims. \$56.00

NO. 8-22 TURBO-CHARGER POWER PAK

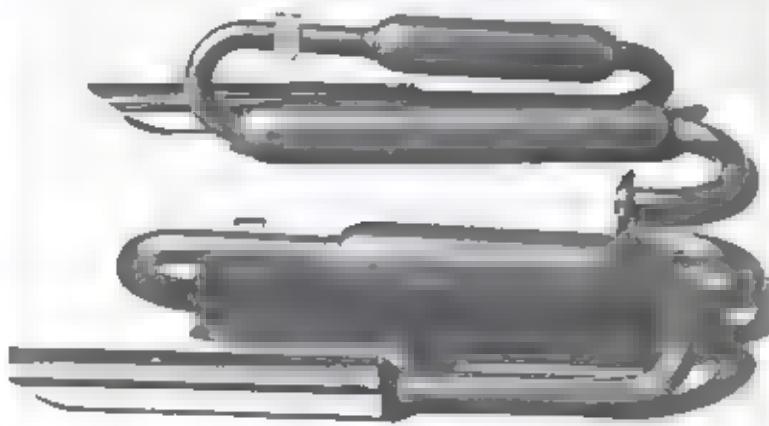
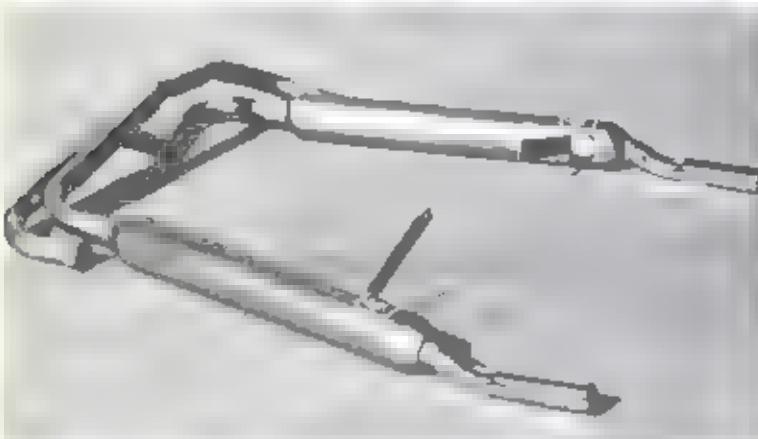
This was IEKO developed to extract the maximum performance and mileage from the turbocharged engine. It contains all the parts to bring the ignition and carburetion systems to their peak. Power increases from 10 to 16 percent after an easy installation. The Power Pak includes 8 x NGK wide range plugs, heavy duty points condenser, Autolight silver plated wire set, carburetor modification kit, instructions.

POWER PAK (1962-68 Turbo Engines) \$21.50

NO. 8-118 IEKO RACING CAMS

The most efficient way to get more power from your Corvair engine is to install a racing camshaft. IEKO camshafts are engineered and ground for the aircooled Corvair by Corvair specialists. They are programmed to provide the maximum power for each purpose. Each cam is pre-inspected for even hardness, then ground to aircraft tolerances. Each cam is furnished with instructions and specifications. They are designed to run with stock or ECO non-bleed hydraulic lifters.

No.	Timing	Valve Lift	Duration	Price
8-118A	IN 34-56 EX 74-26 (Perfect all purpose cam)	480	280°	\$ 66.95
8-118B	N 41-63 EX 79-41	470 485	284° 300	\$ 79.95
			(Intermediate cam increase in upper rpm's)	
8-118C	IN 40-70 EX 77-47	505 510	290° 304	\$ 79.95
			(Competitor on, extreme high rpm's)	
Options	12 non bleed lifters 12 racing valve springs 12 aluminum valve retainers			\$ 32.75 \$ 17.50 \$ 9.50



NO. 8-3367R HOLLEY CARBURETOR 450 cfm

This Holley four barrel carburetor is made to use on the IEKO 8-102 and 8-140 Ram induction systems. It utilizes a vacuum operated second stage and has a pre-econ float system. It is furnished complete with an adapter that fits the ECO systems. It is sold for those customers who insist on Holley.

HOLLEY CARBURETOR AND ADAPTER

\$77.95

HOLLEY 500 CFM TWO BARREL

\$42.95

NO. 8-114-B IEKO DUAL SET

This is an economy model dual muffler set and not a true extractor. It is better than a stock muffler for performance, however, the sound is louder than the factory system. It is an easy bolt-on unit and is furnished with parts and instructions.

DUAL SET (1960-64)

\$29.95

NO. 8-114-A IEKO EXTRACTORS

This extractor system is identical to the number 8-114 megaphone extractor however it has straight 1½-inch chrome plated tail pipes. The sound is somewhat softer than the megaphone system. Comes complete with all attaching parts and instructions.

ECO EXTRACTOR (1960-69, except Turbo)

\$40.95

NO. 8-114 IEKO MEGAPHONE EXTRACTORS

Tuned tail pipes, along with megaphone extractors team up to give you performance and economy. Automotive engineers developed the tuned megaphone design for Indianapolis. This is where high winding racing engines need to extract burned fuel in a hurry. The tuned design creates a "cross-flow" during the overlap stages of combustion and helps pull in additional fuel/air mixture, and this increases power. The sound it produces is fantastic. Now you can have this most unique system on your Corvair in half an hour. All attaching parts and instructions are included.

MEGAPHONE EXTRACTOR (1960-69, except Turbo)

\$44.95

Special Note: IEKO designed and developed the Megaphone Extractor for the Corvair and IEKO builds the only one that works!



NO. 8-502 TURBO-CHARGER INDUCTION MANIFOLD

This is IECO's answer for increased low end and top end performance from the Turbo-charged Corvair. The unit adapts a two barrel Stromberg carburetor to the side of the turbo housing. The extra size of the carburetor allows the turbo to take in more air and as a result increase its boost pressure by 3 psi. The overall horsepower increase is 30%. And on a well tuned turbo-charged engine this gives you fantastic acceleration and top speed. It's easy to install and comes complete with parts and instructions. Installation time 1½ hours.

INDUCTION MANIFOLD ASSEMBLY (1962-68, Turbo)	\$45.95
STROMBERG CARBURETOR (1962-68, Turbo)	\$45.95
CHROME AIR CLEANER (1965-68, only)	\$ 6.95



NO. 8-104 TWO BARREL RAM INDUCTION

This is an efficient and economical Ram Induction system for the average driver. It has great economy and excellent performance. Gasoline mileage increases about 8-10 percent. Horsepower increases from 30-36 percent on a well tuned engine. The unit uses the big Rochester 2GC carburetor, and has instant throttle response and will start quickly in any weather. It is designed under the IECO patent and thus affords you real reliability. The unit is complete with all parts and detailed do-it-yourself instructions. Installation is easy and takes about 1½ hours.

TWO BARREL RAM INDUCTION (1960-69, except 140)	\$39.95
ROCHESTER 2GC CARBURETOR	\$33.95
CHROME AIRCLEANER	\$ 4.95

NO. 8-503 TURBO-CHARGER MUFFLER

Give your turbo-charged Corvair some extra power. This bolt-on muffler increases boost pressure by 15 p.s.i. The extra pressure increases engine horsepower over the factory unit. It is ideal in combination with the number 8-502 Turbo Charger induction manifold.

TURBO-CHARGER MUFFLER (1962-68)	\$19.95
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RAM INDUCTION

CAR LIFE claims: When we drove the test car, we were very favorably impressed with the quick throttle response . . . when the throttle was mashed it would accelerate smoothly and quickly without hesitation . . .

This is the famous IECO patented Ram Induction system. Since its invention in 1961 it has been a phenomenal improvement to the Corvair. Driving is a new experience each time you start your ram induced engine. Quick hot and cold starts, along with a smooth idling engine make you aware of the many advantages of this system. Progressive linkage — built into the AFB carburetor — allows full power when it's needed, and yet yields money saving economy during ordinary motoring. Both stick shift and automatics really feel the punch of ram tuning with increased passing acceleration, smoother shifts, and faster top speeds.

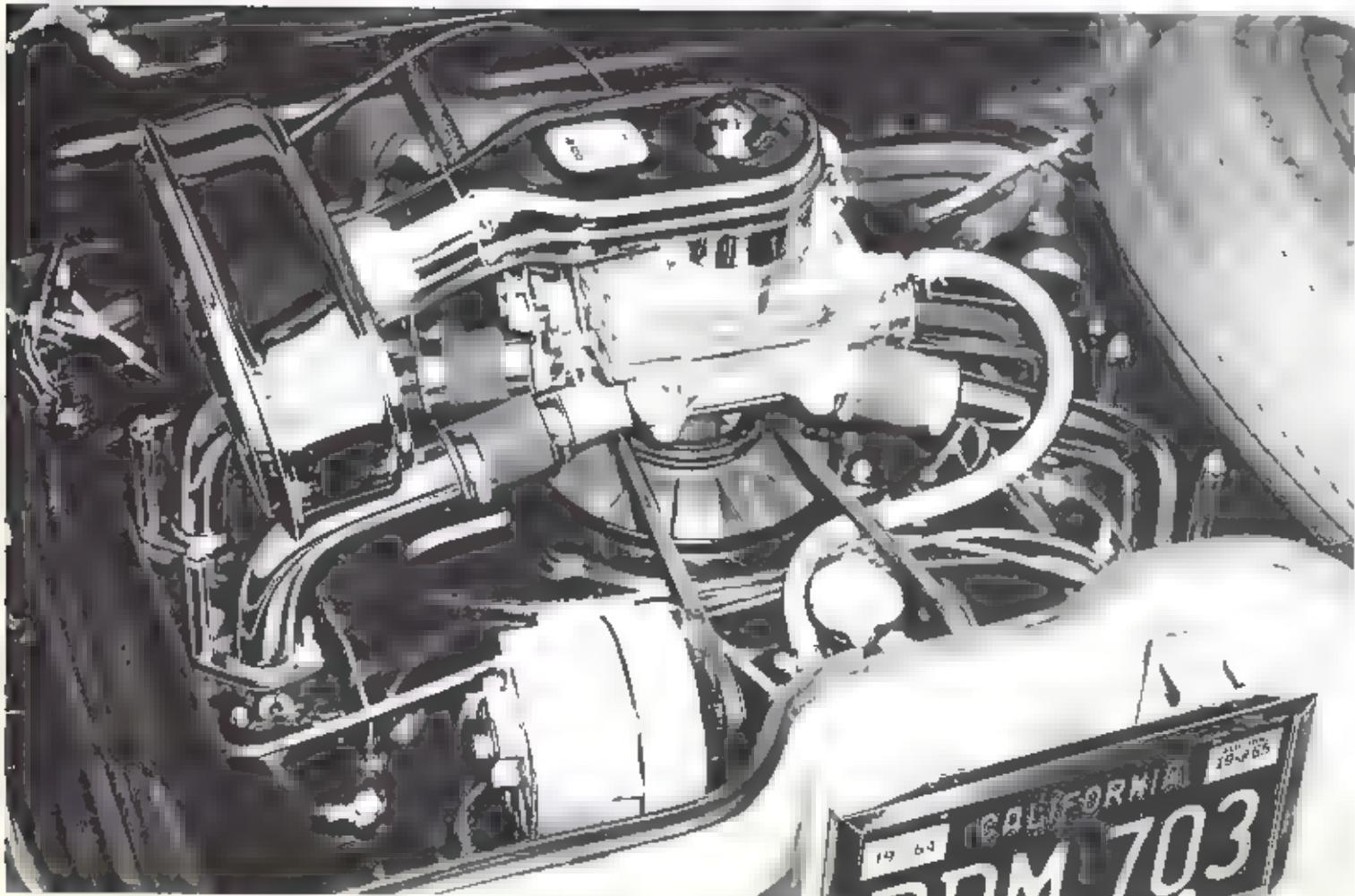
SPORTS CAR GRAPHIC prints: It will also stay ahead of a turbocharged version up through a quarter-mile . . . fantastic pulling power.

The system completely eliminates all the problems associated with the stock carburetors and linkage.

CAR LIFE says: As the dynamometer shows, the modifications resulted in a substantial power increase throughout the whole usable range . . . increase is especially large between 3500 and 4000 RPM . . . where the ram effect is greatest.

It's easy to install and the job can be done by the average do-it-yourselfer with simple hand tools. There are step-by-step instructions included that help you work your way to complete a professional job. Everything is made to bolt right into place. There is no deck id cutting or welding required.

HOT ROD writes: IECO's single four-barrel carb, ram induction system is one of the best ideas since peanut butter. The unit is smooth through the RPM climb . . . power increase shown in the chart speaks for itself . . . 19 HP at the rear wheels!



HOT ROD says: Our test car is now running 14.9 sec. in the quarter with a single IECO four barrel, heads, and exhaust... The Corvair appears downright sneaky.

All the parts are packaged, ready for you to install. The patented IECO center casting is included with chrome plated ram tubes, intake hoses, stainless steel hose clamps, gaskets, fuel fittings, fuel hose, and bolt-on throttle linkage.

MOTOR TREND says: Overcomes synchronization problems of the four-carb linkage... also provides as much as 40 percent mid-range power... according to dyno tests... Completed kit presents neat & flashy appearance.

Who is to say more? Drop your check in the mail today and tomorrow you'll experience a new thrill in driving.

CAR LIFE states: The IECO system functions as two separate 2-barrel carburetors feeding two, separate, 3-cylinder engines, and is a true, balanced, 180° induction system.

NO 140 FOUR-TUBE RAM
INDUCTION SYSTEM . . . \$49.95
CARTER AFB CARBURETOR
NEW WITH CONVERSION
PARTS SUPPLIED \$59.95
TOP MOUNTED CHROME
ARCLEANER \$12.95
Note: Fits all 1965-69 140 HP or 4-carb
reconverted engines

NO 8-102 TWO-TUBE
RAM INDUCTION SYSTEM \$39.95
ROCHESTER FOUR BARREL
CARBURETOR \$61.95
NEW CHROME ARCLEANER \$7.95
Note: Fits all 1960-69 80, 98, 102 and 110
HP engines

STOCK

A 1 Factory tuned Rochester H carbs
2. Standard Custom Gasoline
3. Dual Exhaust
4. Timing 36° BTDC
B. 1. Temperature 58°
2. Barometric 29.89 hg
Note 1. Clayton wheel dyno 2. Fourth gear (3.55 1) 3. 700 x 14 tires
4. Mixture ratio 85%

STOCK

A Acceleration
1. 0-30 mph, 3.4 sec
2. 0-60 mph, 11.8 sec
3. 0-80 mph, 20.4 sec.
B Quarter Mile Acceleration
1. 19.7 sec @ 75 mph
C Passing Speeds
1. 40-60 mph, 8.7 sec
2. 50-70 mph, 9.2 sec
D Gasoline Mileage
1. Town driving — 14.7 mpg.
2. Highway — 21.9 mpg.

Note: 1. 14 gal. gas 2. No passengers 3. Wind — calm

IECO RAM INDUCTION

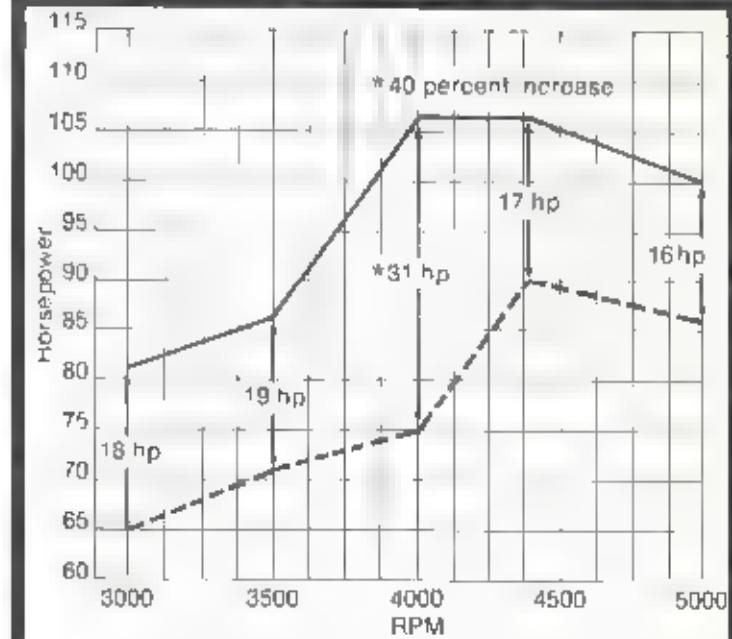
A 1. Carter AFB carburetor
2. Standard Custom Gasoline
3. Dual exhaust
4. Timing 35° BTDC
B. 1. Temperature 83°
2. Barometric 29.92 hg

IECO RAM INDUCTION

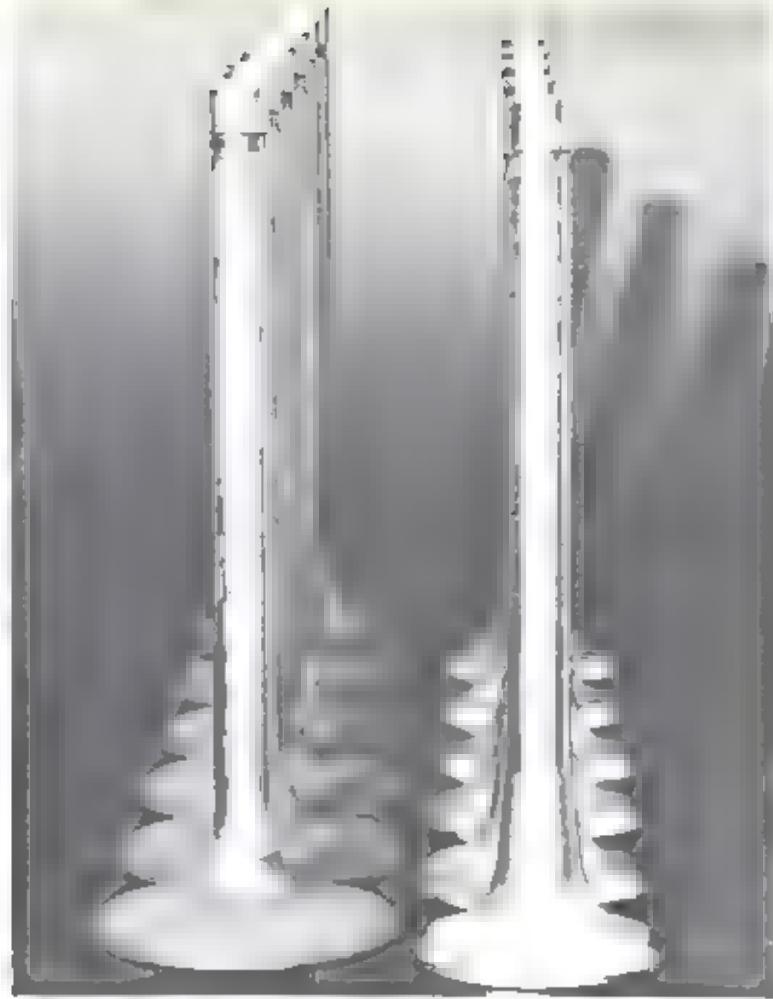
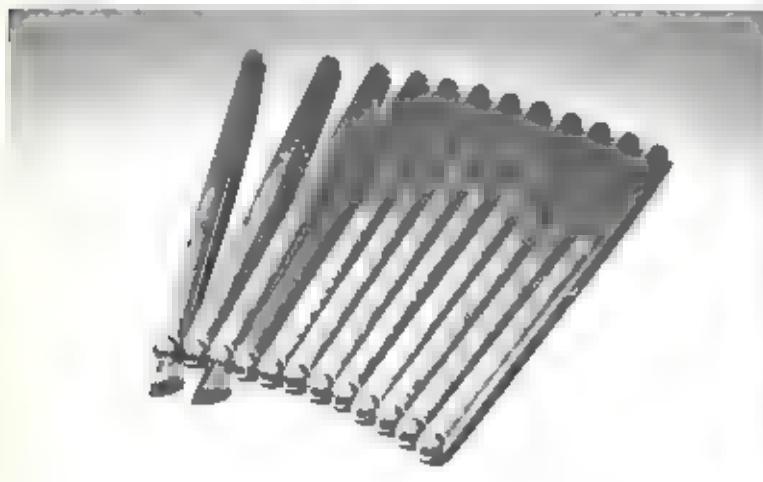
A. Acceleration
1. 0-30 mph, 2.8 sec
2. 0-60 mph, 9.8 sec
3. 0-80 mph, 14.6 sec
B. Quarter Mile Acceleration
1. 14.9 @ 83 mph
C. Passing Speeds
1. 40-60 mph, 5.8 sec
2. 50-70 mph, 6.0 sec
D. Gasoline Mileage
1. Town driving — 17.3 mpg
2. Highway — 26.1 mpg



IECO Performance Tests



All IECO Ram Induction Systems are designed and developed under the IECO U.S. patent. This assures you of complete reliability and total performance. We caution you against all imitations as these units cannot and will not perform as a genuine IECO system. All IECO systems must be purchased directly from IECO by mail.



NO. 8-119 CLEVITE 77 ROD & MAIN BEARINGS

These are superior bearings and they are essential for hi-performance reliability. They have super fatigue strength and handle crankshaft loads up to 10,000 p.s.i. They have excellent corrosion resistance at high engine temperatures which makes them ideal for the Corvair.

ROD BEARINGS (Std. .001 .002 .010 .020) \$11.95 per set
MAIN BEARINGS (Std. .002 .010) \$12.95 per set

NO. 8-122 CHROME-MOLY PUSH RODS AND OFFSET KEYS

Two excellent top-tuning items are these chrome-moly push rods and offset camshaft keys. The push rods are a must in any Corvair engine that has a racing cam or valve springs. They are stronger than stock units and will not flex easily. The 2" and 4" offset keys are ideal for just "splitting the difference" when fitting a racing camshaft. Note: We can also supply push rods in various lengths to compensate for modified heads or cylinder barrel spacing.

PUSH RODS (1960-69 al) \$28.00 a set
OFFSET KEYS (2" or 4") \$3.50 each

NO. 8-117 FORGED RACING VALVES

Competitive reliability and racing performance must be insured with top quality valves. Valves are the heart of an engine, and if a valve fails so does the engine. Exhaust valves especially need to be of the highest grade. If they are not heat treated, and power robbing detonation results. These valves are made of forged-austenitic materials that assure complete performance.

EXHAUST VALVE (1960-69 except 140 HP)	each \$ 5.25
EXHAUST VALVE (1965-69 140 HP)	each \$ 5.50
INTAKE VALVE (1960-69 except 140 HP)	each \$ 2.75
INTAKE VALVE (1965-69 140 HP)	each \$ 3.75

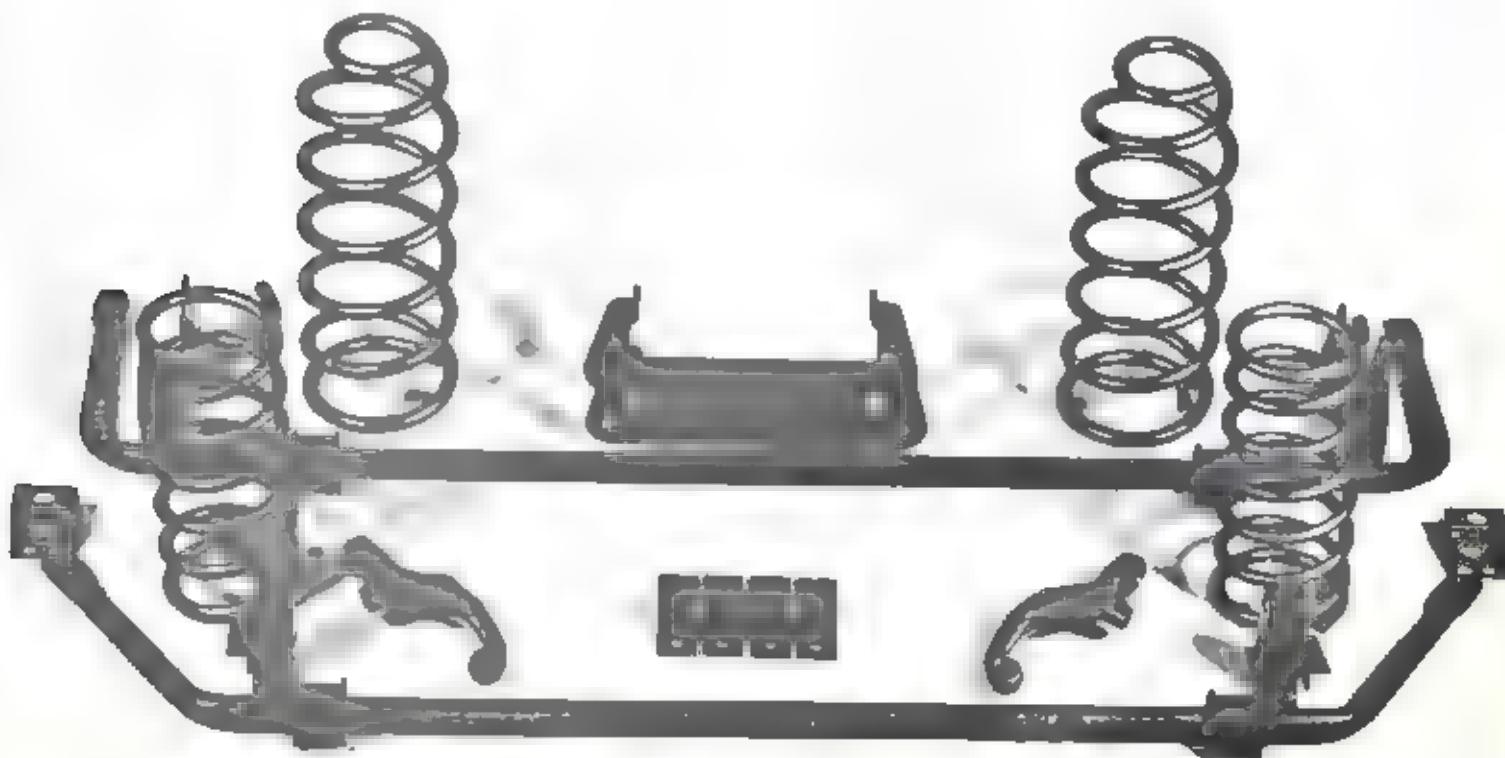
SUPER-HANDLING PACKAGE

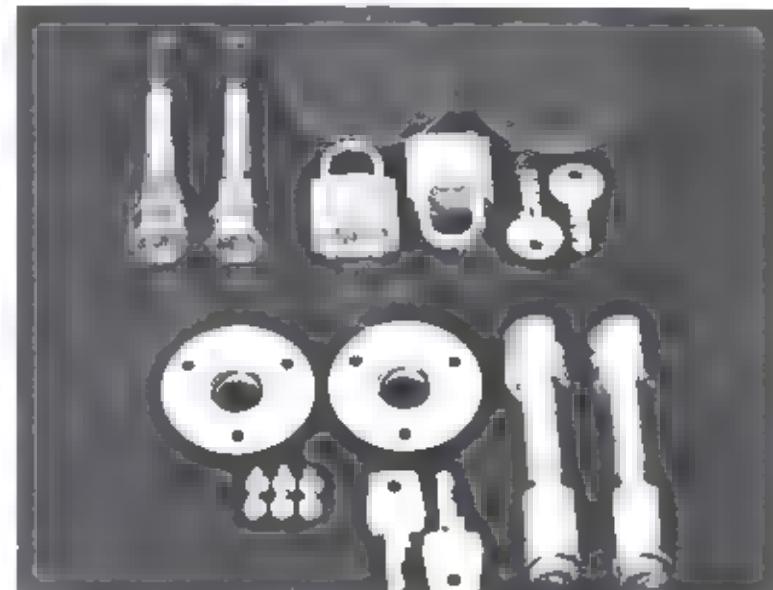
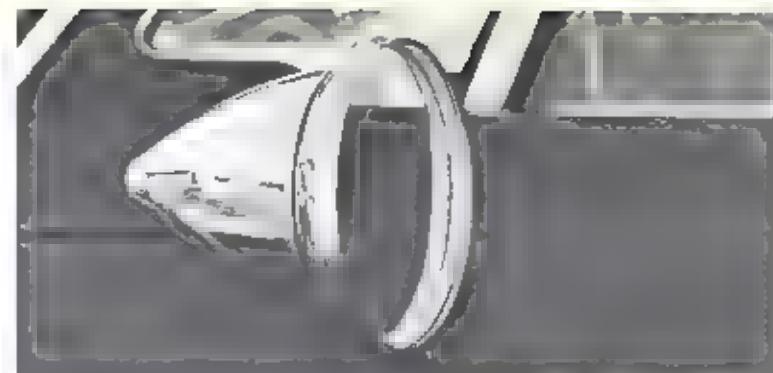
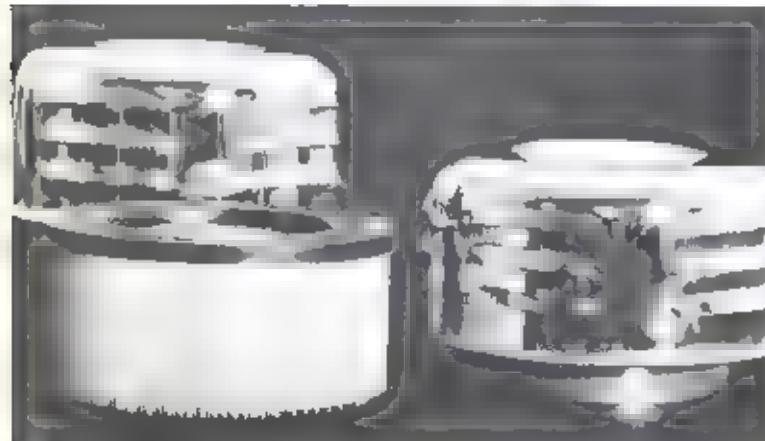
The IECO Handling Package improves the already great handling 1965-69 Corvair. Relocated pivot points for rear-lower control arms, new mounting positions for front roll bar, addition of rear anti-roll bar, and programmed suspension springs all add up to a super Corvair.

This kit will turn your Corvair into a "Porsche beating" Trans-Am car. The competition springs are programmed for firm wheel control. The front anti-roll bar has relocated mounting points that allow it to move freely without binding. Fast steering arms give positive driver control by reducing steering wheel turns to less than three. Re-designed rear-lower control arm bracket forces the rear wheels to move in a parallel manner like a fully independent suspension should. Rear anti-roll bar gives the Corvair a tight high-speed understeer that's desirable for fast cornering. The kit is easy to install and is furnished with all attaching parts.

The Handling Package can be purchased as a whole or each part may be bought individually. Make the already great Corvair even greater!

NO 8-213	SUPER-HANDLING PACKAGE	Complete	\$175.00
NO 8-208	HIGH SPEED STEERING ARMS	Pair	\$ 18.95
NO 8-212B	COMPETITION SPRINGS - FRONT	Pair	\$ 25.00
NO 8-212C	COMPETITION SPRINGS - REAR	Pair	\$ 25.00
NO 8-213A	REAR LOWER CONTROL ARM BRACKET		\$ 22.50
NO 8-213B	FRONT ANT-ROLL BAR & PARTS		\$ 45.00
NO 8-213C	REAR ANT-ROLL BAR & PARTS		\$ 45.00





NO. 8-202 QUICK SHIFT

Most sports cars are equipped with a short, close-coupled gear selector that makes gear changing an effortless function. The ECO Quick-Shift is a simple modification that will put that sports-car-feel into any 3- or 4-speed Corvair. Quick-Shift raises the gear shift knob an inch, putting it nearer the driver. The shift pattern is reduced by 50%, and a close-coupled hand travel pattern means more efficient gear selection. Changes can be made in crisp, short moves that get you in the right slot fast and keep both hands on the wheel. You can install a Quick-Shift in as little as 15 minutes with simple hand tools.

QUICK-SHIFT (1960-69) \$ 7.95

NO. 8-120 CHROME DRY PACK AIRCLEANERS

These were designed to increase your Corvair's performance and economy. Performance is increased by allowing more fresh and clean air to enter the carburetors. Economy is gained by eliminating the choked-off cross over system used by the factory. These units fit snugly on top of the carburetors and prevent any unfiltered air from entering at the mounting surface. Quickly installed.

DRY PACK AIRCLEANERS (1960-69, al) pair \$ 8.95

NO. 8-508 SLIPSTREAM SIDEVIEW MIRROR

Recent automotive research has disclosed that the side view mirror of a car contributes to three percent of the total drag! If you are a perfectionist, here is a design that does a three-fold job - it will cut down the drag, increase your visibility and uniquely enhance your Corvair's appearance. Protectively chrome plated to a mirror finish and fully adjustable to any driver. A truly different design, for your distinct Corvair.

SIDEVIEW MIRROR . . . (all models) \$ 6.95

NO. 8-404 LOCKING HOOD PINS

Prevent theft of your spare tire and expensive engine parts. Chrome plated steel pins can be installed on the rear deck of any Corvair. They have either a padlock or a cylinder lock. Both will prevent unwanted opening of the deck lid.

PADLOCK PINS (1960-69, al) pair \$ 5.95

CYLINDER PINS (1960-69, al) pair \$ 6.95

These quality custom ECO products can only be purchased directly from ECO. Accept no substitutes.



NO. 8-406 GEAR SHIFT BOOT & KNOBS

Some Corvairs don't have a protective boot over the shift lever. This one keeps grease off clothing and dirt out of the shifter. Superbly crafted AMCO solid walnut knobs give you a better "feel" while shifting and enhance your Corvair's interior design. Solid shift knobs are in fired enamel.

SHIFT BOOT (1960-69 all) \$ 1.75

AMCO KNOBS (1960-69, all) each \$ 3.75

Note: Knobs come in Solid walnut, 3-speed, 4-speed, and Corvair designs.

NO. 8-406A LEATHER-GRAIN SHIFT KNOB

Feel the warmth and see the elegance of this superb knob in your Corvair. These knobs are made of foam padding and then covered with rich black leather-grain vinyl. Deep-fired cognac enameled are designed in 3-speed, 4-speed, and Corvair emblem.

LEATHER-GRAIN KNOB (1960-69 all) \$ 4.75



NO. 3-40 TRANSISTOR TACHOMETER

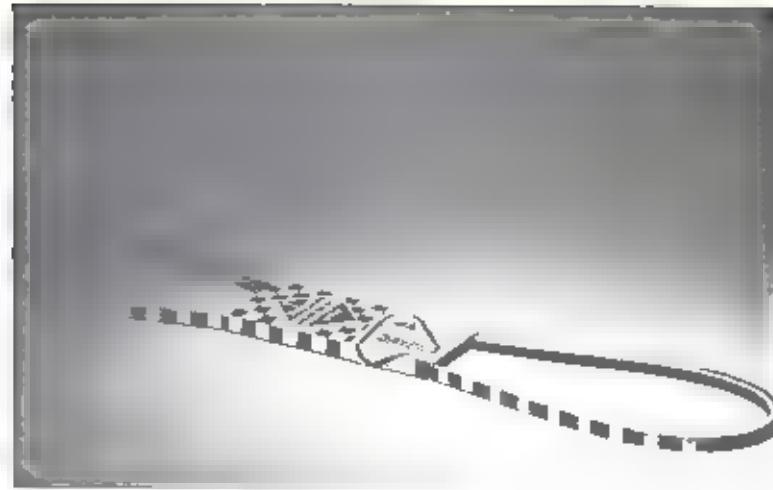
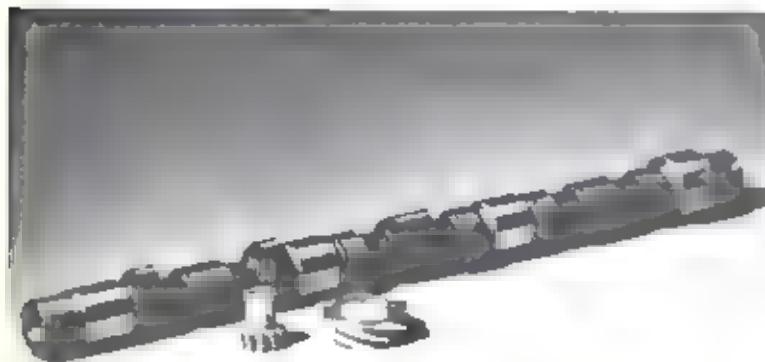
Superb German design and manufacture make RAC-MEX the finest tachometer you can buy. If you take your driving seriously you should not be without a tachometer. It allows you accurate shifting, peak control, and maximum mileage. This precision instrument is made of solid state construction and it's all in one unit. It is accurate within + or - one percent! It has a steady 'no jump' needle. An adjustable limit needle is set from the face. You place the red line where you want it! Mounting is easy. Just hook-up a few wires and you're off. Most ideal for Dune Buggy use! Diameter is 3 1/2 inches.

RAC-MEX TACHOMETER (6 or 12 volt) \$37.95

NO. 3-40A TRANSISTOR TACHOMETER

This instrument is much the same as the No. 3-40 on the dash model. It has a universal mounting bracket that will allow easy mounting anywhere. It can also be used without the mount. Easy to install. Diameter is 3 1/2 inches.

TRANSISTOR TACHOMETER \$33.95



NO. 8-23 MECHANICAL ADVANCE KIT

This kit allows you to convert your stock distributor to a fully mechanical unit. It has a straight line advance curve with 12° at idle and 36° total at 2800 RPM. It comes complete with cam advance weights, and springs ready to install.

MECHANICAL ADVANCE KIT (1962-69, all) \$14.50

NO. 8-117 IEKO REVERSE CAM AND GEARS

The rotational direction of the Corvair engine needs to be reversed if it is used with a 1968 or later VW transmission. This is because the stock Corvair engine runs counter-clockwise and the VW runs clockwise. If a Corvair engine is used with an earlier transmission, the ring gear in the differential need only be switched to the opposite side of the pinion gear. This camshaft is a precision ground block with reverse rotation oil pump/distributor gears fitted. Cam timing should be chosen for a particular purpose.

No.	Timing	Valve Lift	Duration	Price
B-117	IN 34-66	.460	280	\$118.00
	EX 74-26	Perfect all-purpose cam		
B-117A	IN 41-63	.470	284	\$118.00
	EX 79-41	.485	300	
	Intermediate cam, increase 2500 rpm			
B-117B	IN 40-70	.505	290°	\$118.00
	EX 77-47	.510	304	
	Best for modified light Dune Buggy			
B-117C	IN N/A	.510	310°	\$118.00
	EX N/A	.510	320	
	Competition only: revs to 7,500 rpm			

NO. 6-16 RACING FAN BELT

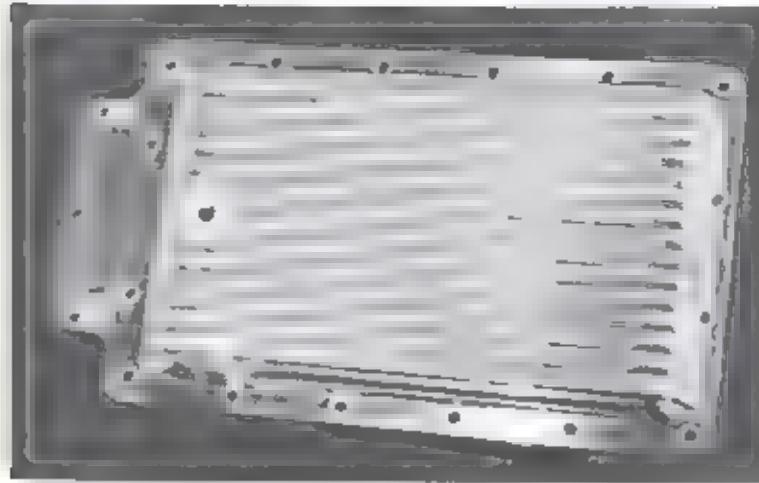
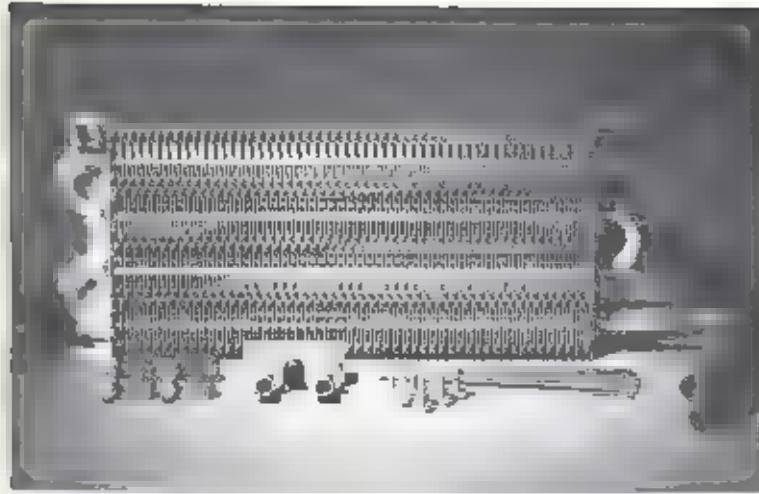
This is the best fan belt you can get for your Corvair. It's made with stainless steel coaxial cable and heat resistant rubber. It's a must on all competition engines! No Slip! No Flip! No Breaks! Withstand 230 degrees and 7000 rpm.

RACING FAN BELT (all models) \$6.30

NO. 8-1-16 ENGINE GASKET SET

Complete Corvair engine gasket set contains all gaskets, seals, and rings. It's an ideal set. You'll never be in need of a special gasket or seal that you can't find. All sizes are precision cut and correct factory materials are used throughout. If you do engine work, don't be without it.

GASKET SET (1960-69, all) \$23.75



NO. 8-121 CORVAIR RACING OIL COOLER

When the air cooled Corvair engine is subjected to extra duty work, or high ambient air temperatures, engine oil temperature increases rapidly. This four-pass oil cooler system is designed to reduce oil temperature by 20 to 30 degrees. It can be either mounted above the engine fan or in a moving flow of air. An adapter bolts in place of the factory cooler with high pressure lines connected to the unit. Can be used on either passenger cars or Dune Buggies. Installation takes about one hour.

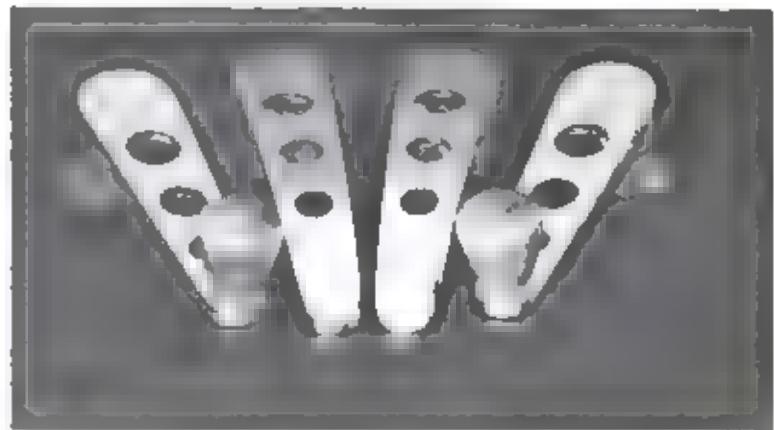
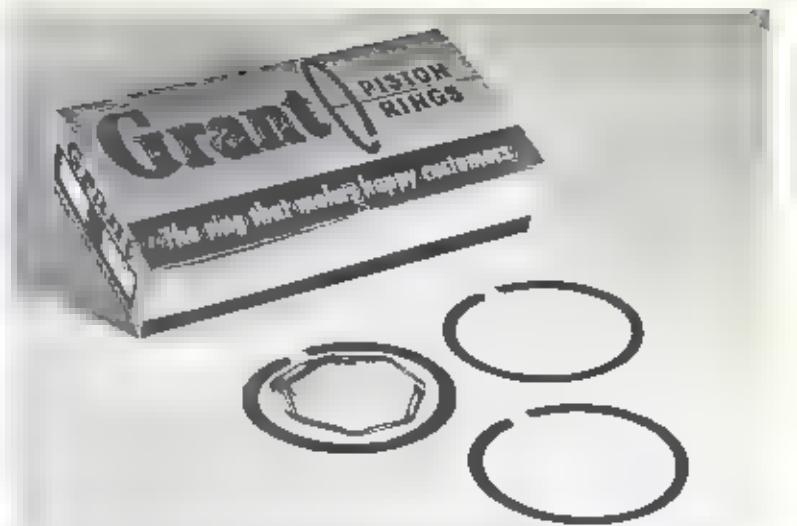
CORVAIR OIL COOLER (1960-89, al) \$45.95

NO. 8-108 POLISHED ALUMINUM OIL PAN

This unit keeps oil temperature down and increases engine reliability. It is cast of a craft aluminum and designed for two quarts extra capacity. In addition it has unique baffles that prevent oil from "washing" away from the oil pump pickup during hard cornering. There is a cast boss for an oil temperature gauge, too. It can be quickly installed by anyone.

ALUM. OIL PAN (1960-89, al) \$36.95

OIL PAN GASKET \$1.50



NO. 8-116A GRANT PISTON RINGS

IECO chooses the Grant Ring for its engines and now offers them for the serious Corvair enthusiast. They are superb quality and highly reliable for air cooled engines. Complete sets are packaged in the following bore sizes. Std., .020, .030, and .060 overbore.

GRANT PISTON RINGS (1960-89 al) \$17.95 a set

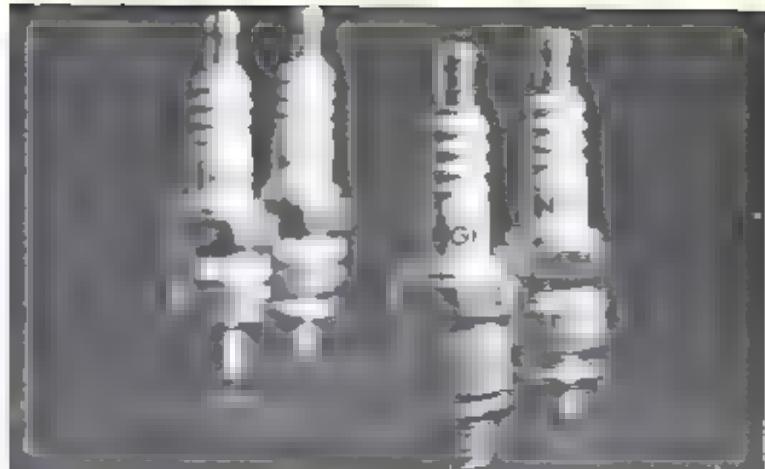
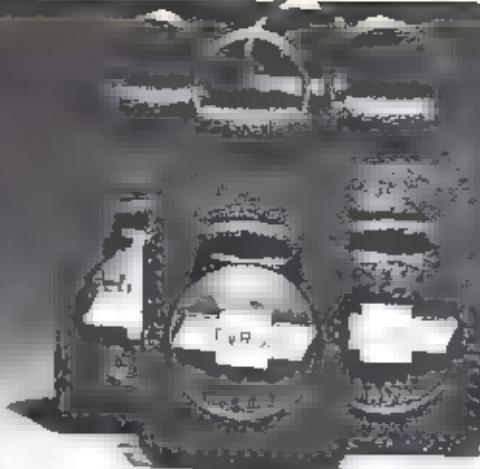
NO. 3-29 CUSTOM INTERIOR HANDLES

Individualize your Corvair with racing style door and window handles. They are highly chrome plated and accented with walnut.

DOOR HANDLES pair \$6.95

WINDOW CRANKS (Not shown) pair \$7.95

These quality custom
line products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-25 LEATHER KEY FOBS

An added piece for the true enthusiast. It's a fired enamel Corvair emblem attached to a glove leather key fob. It's ideal for carrying both car keys and prevents any rattle that may occur with metal key chains. Made of black glove leather with color crest.

KEY FOB ppd \$ 1.75

NO. 8-21 IGNITION TUNE KIT

The stock Corvair ignition can be made to work better. The spec a NGK spark plugs, heavy-duty points, condenser, silver-plated wire set and advance curve mechanism bring your ignition system to perfection. The wide-range spark plugs are designed for both town and highway. The wire set (which will not cause radio static), condenser and points deliver maximum spark to the plugs. The advance mechanism changes the spark curve to help your Corvair accelerate rapidly. The kit is simple to install.

COMPLETE IGNITION KIT (1960-68, except Turbo) \$21.95

WIRE SET ONLY (1960-68, all) \$ 7.95

NO. 6-31 NGK SPARKPLUGS

One of the world's finer sparkplugs. It has advantages over the ordinary in that it covers a wider heat range. This allows a hot plug that won't foul for city driving, but can run at racing speeds without burning! They last longer, and increase fuel mileage. For top engine mileage and performance under all conditions, instal these. Note: Available for all foreign and domestic cars.

NGK SPARKPLUGS (all models) each \$1.00

NO. 8-113 HEAVY-DUTY CARRIER UNIT

This is ideal for any hi-performance Corvair or Dune Buggy. It has four spider gears instead of the stock two. It is super strong and has absolutely double the strength over the stock carrier. It is drilled for both early and late ring gears so the early 4.89:1 ratio may be used in a late differential. The unit fits just like a stock carrier and requires no special tools. A must for reliability!

HEAVY-DUTY CARRIER (1961-69) \$74.50



NO. 8-500 CORVAIR MAG WHEEL

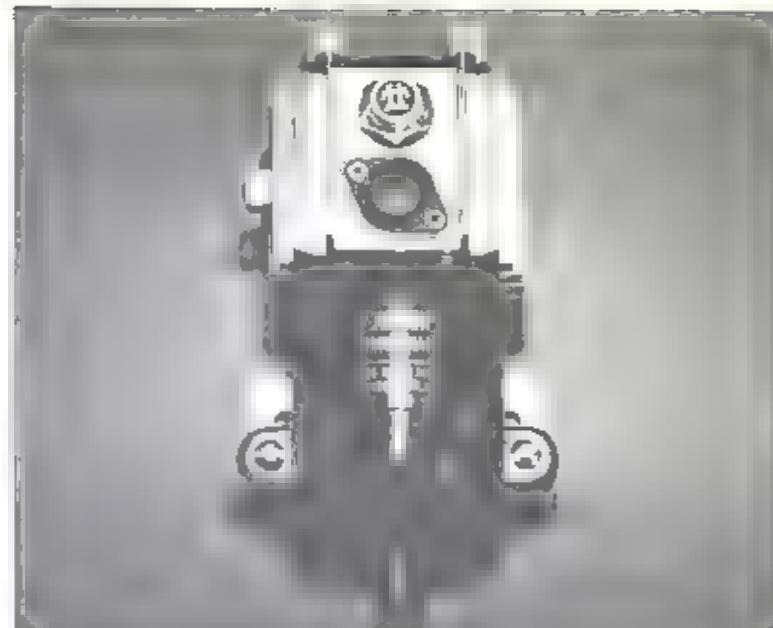
This one piece all-aluminum wheel was designed exclusively for the Corvair. Permanent-mold cast of aircraft quality aluminum and precision machined. After machining it is sealed so a tubeless tire may be used. The entire process assures a flaw less wheel. Each wheel is completely polished, and it is finished with chrome lug nuts and a hub-cap. To truly enhance your Corvair's appearance, you need these.

MAG WHEEL 14" x 7" (4 or 5 lug pattern)

\$34.95 each

MAG WHEEL 13" x 5 1/2" 4 or 6 lug pattern)

\$32.95 each



NO. 6-33A JUDSON ELECTRONIC MAGNETO

The regular coil on any Corvair provides a constant spark at any RPM. At slow speeds no trouble will result, but as the engine increases in RPM it needs a more intense spark to ignite the mixture. At high speeds the stock unit fails. With a Judson, the spark becomes more intense as the engine demands it. This provides all the power your engine is capable of producing, and greater spark plug grit on point, and condenser life. It is complete with a three year guarantee and all parts. It can be installed in 10 minutes.

JUDSON MAGNETO (Fits all cars)

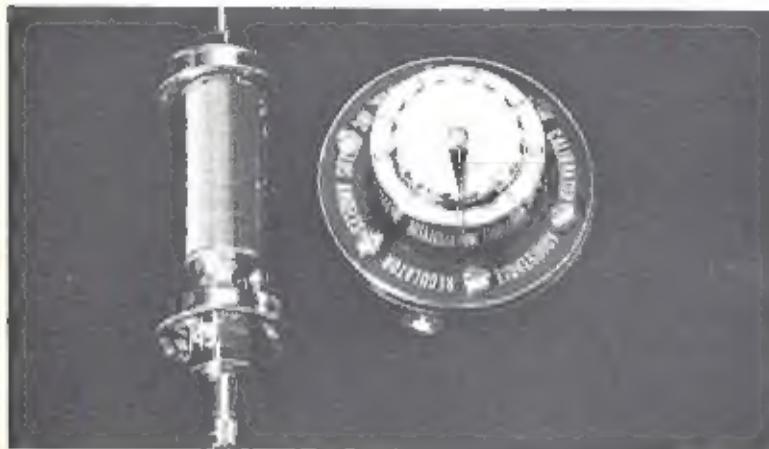
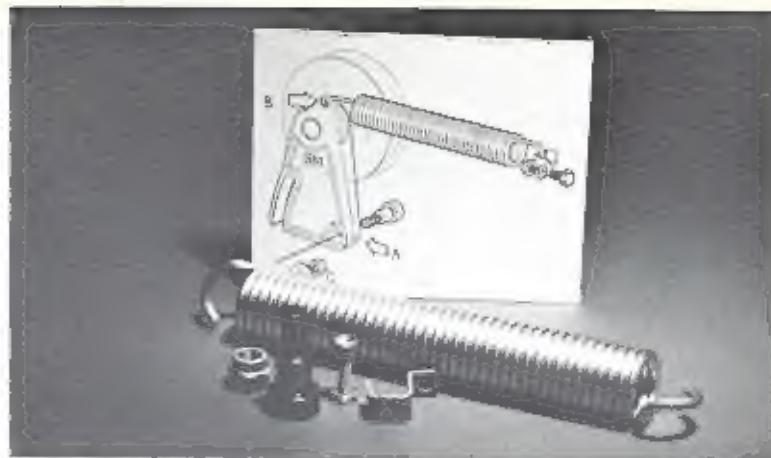
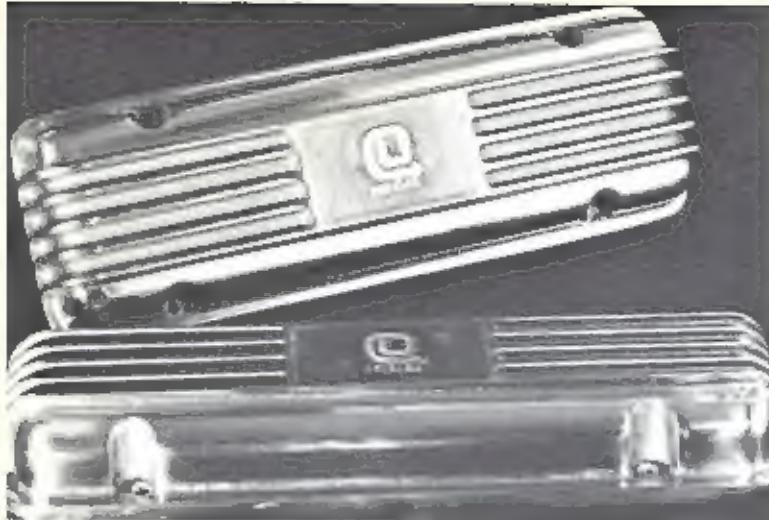
Special price \$37.95

NO. 8-208 HIGH SPEED STEERING ARMS

Give your Corvair real sports car maneuverability. Be able to quickly turn a corner with less steering wheel travel. These ECO arms shorten your steering wheel turns from 5 to 2.8. They are constructed from heat treated steel, precision machined, and inspected. They are easily installed in an hour. Instructions included.

STEERING ARMS (1960-69. all)

Note: On the factory fast steering option they decrease wheel turns down to two.



NO. 8-110 POLISHED ALUMINUM VALVE COVERS

These are a clean addition to the Corvair or Corvair powered dune buggy. Cast of heavy aluminum and polished to a high luster, they will truly enhance your engine. Their thickness will also quiet valve noise and create an excellent leak proof seal around the cover surface.

VALVE COVERS (1960-69; all) a pair \$29.95
VALVE COVER GASKETS (neoprene) .. a pair \$ 2.30

NO. 9-304 FUEL REGULATOR

NO. 9-305 FUEL FILTER

Factory fuel pumps vary in pressure, and this places an extra load on the carburetor. This can cause rough idle or not supply enough fuel at high speeds. This device (the large one) will both filter and control fuel pressure. You can find the ideal setting by turning the dial in half pound increments from $\frac{1}{2}$ to 5 psi. It attaches directly in the fuel line between carburetor and fuel pump. Number 9-305 is an inline fuel filter that keeps both dirt and water out of the carburetor. If you are a perfectionist, you will want one of these.

FUEL REGULATOR (1960-69; all) \$ 6.95
FUEL FILTER (1960-69; all) \$ 3.60

NO. 8-16A FAN BELT TENSIONER

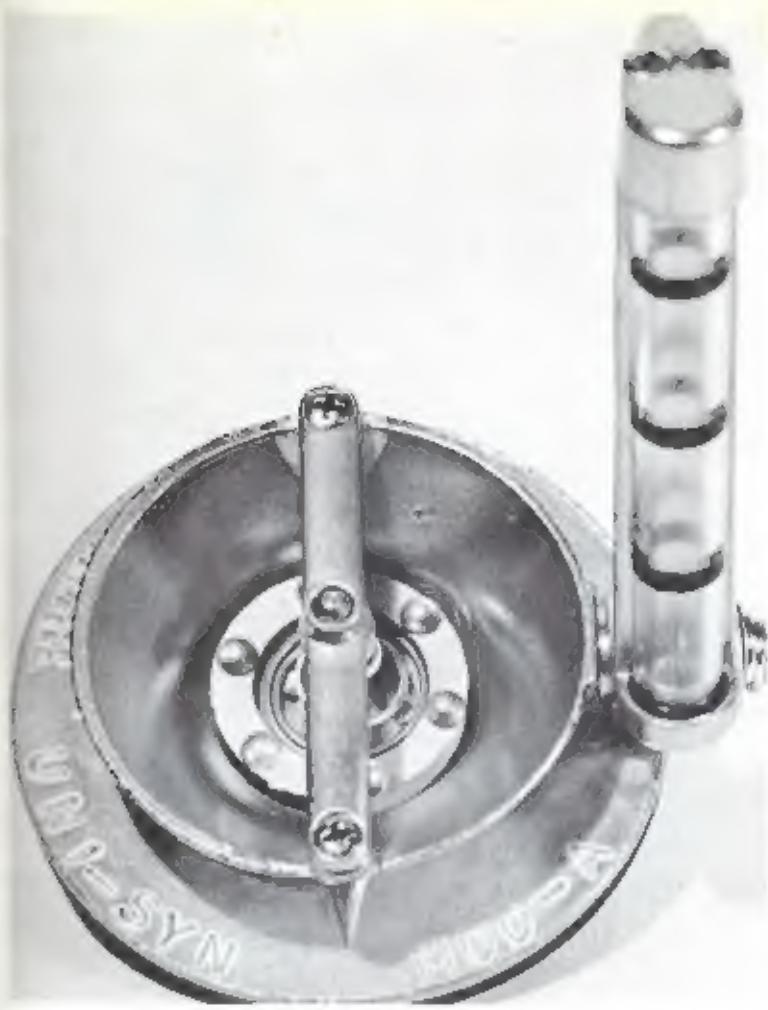
If you have ever experienced a fan belt coming off, you can use the kit! This simple spring loaded conversion adapts the stock idler pulley to a free-floating unit. As the fan belt increases in diameter (high-speed whip) it takes up the slack and prevents the belt from flying off! It is really ideal for any Corvair application. The kit comes with all parts and instructions. It can be installed in 15 minutes.

FAN BELT TENSIONER (1960-69; all) \$ 6.95

NO. 8-105 WEBER 46 IDA CARBURETOR

The 46 IDA carburetor was originally fitted to the Porsche 911S. It can be installed on the Corvair engine by adaptation of special intake manifolds. Horsepower figures in the high 200's are possible. This is because the Weber allows more air to pass into the combustion chambers. The more air (besides other factors, fuel, density, etc.) the more resulting horsepower. The carburetor has other advantages, too. The venturi, main jet, accelerator jet, idle jet, and air correction jet sizes can all be changed. So it is possible to program the Weber to an engine's exact requirements. They are expensive, but they are ideal!

WEBER 46 IDA IECO Price each: \$190.00
WEBER TECHNICAL MANUAL \$ 5.00
SPECIAL INTAKE MANIFOLDS & ATTACHING PARTS pair \$ 98.50



NO. 6-17 UNI-SYN CARBURETOR ADJUSTER

Here is a device every Corvair owner really needs. Ever try to adjust your carburetors without any means for comparing each one? Sure you have! Uni-Syn solves that problem. The amazing floating ball allows you to cross check each carburetor as you adjust it. As a result you get maximum economy from a perfect carburetor setting. And a smooth, smooth running engine.

UNI-SYN \$10.95



NO. 8-2 CORVAIR OWNER'S BOOKS

The Corvair Owner's Handbook is an ideal reference and guide. It contains all factory specifications. It has detailed drawings that show you how to do the job, and photographs for illustration. Covers all Corvairst from 1960 to 1969. The *How to Hot Rod Corvair Engines* book is by Bill Fisher and covers all phases of engine and chassis modifications. It clearly illustrates, with graphs and pictures, all the changes necessary. The text is written clearly and concisely. Details for all Corvairst from 1960-1969. An ideal buy for the true enthusiast.

OWNERS HANDBOOK (1960-69; all)	\$ 5.00
CORVAIR ENGINES (1960-69; all)	\$ 5.00



NO. 8-414 EMBROIDERED JACKET PATCHES

These are for the Corvair man who wants it known he drives a fine car... The Classic Corvair Club and Corvair patches are in black and white. The IECO patch is in black, white and gold. They're completely washable, and can be easily sewn on your coat or windbreaker.

IECO PATCH — 6 inch.....\$ 1.50
 CLASSIC CORVAIR CLUB — 3½ inch.....\$ 1.00
 CORVAIR PATCH — 3½ inch.....\$ 1.00

NO. 4-3A & B BUSHNELL SPORTGLASSES

Headache-free protection for all-day fun in the sun! Typical "drug store" glasses are not enough. Blown glass or plastic lenses are subject to minute imperfections you can't see. They force your eye to adjust to the deficiency and to you that means headache! These glasses are optically ground and polished to free them from distortion. Impact resistant. Filters out ultra-violet glare, infra-red and improves contrast. Complete with carrying case. You have not worn sunglasses until you've tried those!

NO. 4-3A GOLD FILLED FRAMES,

Lens: yellow, green or gray\$18.95



NO. 4-8A CORVAIR JEWELRY

Distinctive cuff links, tie tack, and lapel pin all made of fired black enamel and inset in chromed metal. They are well made and very handsome.

CUFF LINKS\$ 4.95
 TIE TACK\$ 2.25
 LAPEL PIN\$ 1.95

NO. 6-5 TIRE & PLUG GAUGES

Both those precision instruments are a must for auto bulls. The Drager tire gauge shows tire pressure in pounds and kilograms, and it comes in a leather case. The Bosch sparkplug gauge has both millimeters and fractions for exact plug gapping. The case folds up for compactness. For both economical and safe driving you should not be without these instruments.

NO. 6-5 TIRE GAUGE.....\$6.95
 NO. 6-5A PLUG GAUGE.....\$1.00

SUPER CORVAIR POWER FOR THE VOLKSWAGEN

**The easy way to more power...
Bolt-on adapter makes installation
of the Corvair engine to the VW
transaxle an easy job... more speed,
acceleration, and overall performance.**

This IEKO adapter is made to attach the entire range of Corvair 80, 95, 102, 110, and 140 horsepower engines to the VW transaxle. The use of these engines allows the VW or Dune-Buggy to get more power for little expense. Most Corvair engines can be found in salvage yards for nominal prices, and this is an easy way to double, triple, or quadruple the VW's power! These engines fit easily in the Ghia, and fit the truck and sedan with little effort. Since the Corvair engine is doing less work (because of the lighter weight of the VW chassis) you'll get better gasoline mileage over the regular Corvair installation.

NO. 8-112 ADAPTER

Basic Adapter Kit: engine adapter; offset starter adapter and bushing set; heavy duty flywheel; throttle linkage and springs, instructions. \$146.50

Optional Parts: balanced heavy duty 200 mm VW pressure plate. \$ 22.00
heavy duty 200 mm VW clutch disc. \$ 17.95

